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Hongkong, 26th April, 1909.

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The Daily Press.

HONGKONG, JUNE 29TH, 1909.

On May 3rd we remarked: "However it is going to be brought about, signs are not wanting China is ripe for a revolution, the greatest that has as yet happened in any Asiatic country." We are not addicted to making statements without foundation, nor without a knowledge of current international politics. Nevertheless our redoubtable contemporary, the *Japan Mail*, has been essaying from his feeble armoury to shiver a lance with us. This is what our contemporary conceives he sees in our remarks:—"This we interpret as an analysis that the Manchu element will eventually revolt against the introduction of constitutional Government." Now we may point out that our article did not from beginning to end make a single mention of the Manchu element; what we stated distinctly was:—"As usually happens before revolutions come to a head, the main trouble in China is financial"; and *apropos* of this we mentioned that the financial reforms urged by the new Regency were meeting with the strongest opposition from the still powerful reactionary party, who were quite prepared on the first symptom of a real intention to put these reforming views into practice to take overt action. It is a vulgar error, proceeding from an altogether erroneous view of the present relations of Manchus and Chinese, that there is any distinct pro-Manchu "Party" in China, or anything that can be interpreted as implying a difference of nationality. The Manchus have long ceased to have a country outside China; at the time of the

conquest the entire Manchu nation was practically transferred to Chinese soil, and the Russians in taking possession of the land of Eastern Manchuria found it uninhabited except for a few hunters and fishermen. In the Eighteen Provinces the Manchu settlements, at first intended as garrisons to overawe a subject population, have in the course of less than three centuries entirely lost the practice of arms, and the Manchu element has sunk down to be a mere caste amongst the population of the Empire, and is penetrated by the same lines of thought as the remainder of the population amongst which it moves. Under the feeble successors of K'ang-hsi, the Chinese were astute enough to gradually obtain possession of the military forces of the Empire; and at the present moment all the physical force of the State is in their hands. They, as well as the Manchus themselves, are perfectly well aware of the fact, and tolerate the régime, much as the peoples of Europe do the Royal caste—not as having any intrinsic power as a caste, but that on the whole their independence of private ambitions and vulgar prejudices rendered them more grateful to the peoples at large than if they had been raised from the ranks. The Chinese as a nation are in fact well disposed towards the régime, being well assured that they have the real power in their own hands; and are unwilling to risk the chance of losing the substance in vain struggles after an ideal. For a like reason they have shown little or no disposition to interfere in the succession, conceiving that whoever followed, they could make their influence felt more strongly by coincidence than by assisting in any movement to place an unknown pretender on the Throne. It was thus that the entire Empire, though loyal to the late EMPEROR, preferred to permit affairs to take their course, convinced that the Government of the late Dowager EMPRESS could be for but a little time; and that under her successor the business of the nation would compel improvement.

There is little doubt that the new Regency is really desirous of introducing reforms, and that the EMPRESS is quite alive to the fact that of all others currency reform is the most pressing; there is also equally little doubt that he has found powerful opposition to all his schemes of amendment in the reactionary party. Under the régime of the late EMPRESS DOWAGER, T'AI-HI, these abuses had reached a height hitherto unknown even in China, and a group of corrupt statesmen had congregated round the Throne. As China found that, do what she could, she could not get rid of what seemed to the reactionaries about the Palace the inebriety of Foreign intercourse, so likewise she found that the expenses of the Court were growing out of all measure. Foreign countries sent their legations to Peking, and whether Peking liked it or not, it had to follow the fashion and send its representatives abroad. The result of the war with Japan indicated that the entire military system of China was wrong from the beginning to the end, and that a complete change was necessary. But all these things cost money, and there was no constitutional system by which revenue could be raised. The old system of requisitions was found impractical; provincial taxation was in as chaotic a state as that to the Court, and the only device that could be thought of was to levy vails on all aspirants of office, who were subsequently set free on the provinces without check of any sort. The result was somewhat similar to the abuses which in the long run brought about the fall of the Roman Empire. Privately the late EMPRESS T'AI-HI was extravagant and avaricious, and the creatures of her Court, taking example from their mistress, took advantage of these irregular levies to enrich themselves. The evil example spread to the provinces, and each provincial capital became a duplicate of Peking. Such was the Augean stable that the new Regency found called upon to cleanse. Everyone of the Imperial Boards was affected, and practically the EMPRESS found himself, when he spoke of reform, completely isolated.—Here was no distinction between Manchu and Chinese; all alike were corrupt, and all were directly interested in the continuance of the old abuses. It is true there has been growing up in China amongst the younger statesmen a class of men who recognised the necessity of reform, and who have been lending valuable assistance; amongst the older statesmen, too, are a few, amongst whom the VICEROY of the LIANG HU takes a prominent place, who, honest themselves, have preferred to lead a life of comparative poverty to enriching themselves at the expense of their country; but such men are comparatively rare, and find themselves sadly hampered in turn by those with whom they are compelled to associate. The majority find it easier to follow in the crowd. A few there are who take a more active part, and whose influ-

ence is exerted in checking all reform; some probably from honest motives, believing that what has existed for so many centuries cannot be wrong, but others from the sordid motive that reform implies the contraction of their illicit gains, and is a thing to be opposed at all points. It is unfortunately at the moment the case that it is this latter class, the reactionaries, who fear the loss of their private gains through the new proposals of an amended system of imperial finance, who are most in evidence; and these it is who are prepared to go any lengths rather than see the introduction of reforms which would do away with the abuses on which they have been batten.

The most glaring of these abuses, though by no means the only one, is the growth of the system of *Likin*, whose operations now extend from one extremity to the other of the Empire. Of its evils in connection with the railways we have but the other day spoken, but the evil does not end here: it penetrates the whole body politic. Not only does it strangle the entire trade of the Empire, but it is instrumental in saddling the country with an army of uncontrolled tax collectors who are numbered in each province by many thousands, and who make every petty mercantile transaction, no matter how small, the occasion of levying a tax. Even worse than the tax itself in sapping the roots of prosperity is the method of its collection. There is no tariff, but each man collects according to his own discretion, the only check being the ability of the payer to meet his demands. Such a system dies hard from its very nature, yet we wonder how it is that the Government does not at once put it down, and smile at the apparently innocent manner in which the Government, put to its wits' ends, tries to make it a subject of bargaining in its turn with the foreign Powers. As a fact, the Government, had it all the will, is no more able to abolish the system, which lives on in open defiance of all law and order, imperial or provincial, than it can succeed in abolishing by edict the allied vice of opium smoking. In both cases there are too many vested interests concerned in keeping up the old abuses, to render the rooting of them out a task within the powers of the present administration. We have every respect for the present EMPRESS, PRINCE CHUN; but the task that he has essayed needs the strength of will and the power of a HERCULES to accomplish successfully, and it is no fault of his that nature has not endowed him with a sufficient amount of either to carry the campaign to a successful issue. Politicians of the ilk and water school were but the other day glorying over what they called "the bloodless Revolution in Turkey." Nature does not proceed in this manner when revolution has become necessary, and no revolution worthy the name has been carried out with rose water. China offers no exception to the rule; nor is the coming revolution one of Manchu and Chinese; it is one of the entire nation. Come it will, whether it be led by the wise counsels of a strong Government, or whether, like the Taiping Rebellion, it springs from the sufferings of an outraged nation; in neither case will it be bloodless, but in the latter it will entail the slaughter of an entire generation, and the devastation of an empire.

The remains of the late Dowager EMPRESS of China are to be interred in October next.

The Russian Order of St. Stanislas, First Class, has been conferred upon Sir Robert Bredon, Acting Inspector-General of Chinese Customs.

The Prince Regent has given 60,000 taels towards the relief of distress in the province of Kan-su, where a state of famine now exists in consequence of the long drought.

A Straits contemporary learns that the Hon. W. J. Napier is resigning the Attorney-Generalship in September, and that the post has been offered to Mr. Justice Sercombe Smith.

A punkah coolie at the Magistracy lost his life on Saturday through falling over the stairs leading to the coolie quarters at the Central Police Station. He succumbed to his injuries in about an hour.

Mr. J. S. Dohie, the Agent in Hongkong of the Chinese Engineering and Mining Co., Ltd., informs us that the total output of the Company's three mines for the week ending 12th June amounted to 34,188.08 tons and the sales during the period to 24,433.50 tons.

The return of visitors to the City Hall Library and Museum for the week ending the 27th June, 1909, shows that of non-Chinese there were 430 to the Library and 147 to the Museum, and of Chinese 267 to the former and 1,745 to the latter. The Library was, therefore, used by 697 persons and the Museum by 1,892.

At the Magistracy yesterday Harry Luke, R.G.A., was charged with being drunk and disorderly and assaulting a lakong. When arrested at Wanchai-rishaw was called to convey him to barracks, whereupon he struck the lakong, and stretched him on the road. His Worship, in imposing a fine of \$2 for the first offence and \$5 for the second, said he dealt with him leniently in consideration of the excellent character which he had hitherto borne.

A useful little pamphlet has been written by Mr. James Walker, manager of the Dairy Farm Co., Ltd., on "How the housewife should take care of milk."

During his absence at church thieves entered the house of Mr. W. Bishop, at 4, Seymour Road, on Sunday morning and stole from the sitting room two silver vases, a silver pin tray, silver powder box, and two plain gold sleeve links, the total value of which was \$63.

George Demandas, residing at 33, Queen's Road Central, reports to the police that between 13th May and 27th June, while he was in hospital, some person entered his room and stole from a locked camphorwood box \$35 in Hongkong money, four and a half sovereigns, and ten Philippine 50 centavo pieces.

Only five cases of plague were reported in the Colony during the whole of last week, all Chinese and all fatal. Not a single case occurred in the city of Victoria. The other cases of communicable disease reported during the week were 2 of enteric fever, 1 of puerperal fever, and 1 of typhus. All were Chinese.

A junior college, duly empowered to award the degrees of bachelor of arts and bachelor of science, has been unostentatiously opened in connection with the Philippine Normal School. The curriculum is an abridgement of the classical and scientific departments of standard American universities, and the degrees will be conferred after two years' work in addition to the regular four years of high school.

Preliminary steps have been taken by the Board of Posts and Communications and the Japanese Minister, acting on behalf of the South Manchurian Railway Company, for the negotiation of a loan of \$2,150,000 for the construction of the Kirin-Changchun Railway. The loan, it is understood, is for twenty-five years at five per cent. The accountants and engineers will be Japanese.

The Secretary of the Shanghai-Hangchow Ning-po Railway informed the Shanghai correspondent of the *Times* that the statement to the effect that the competition for the supply of locomotives to the Company was limited to German manufacturers is incorrect. The leading firms of all nationalities were asked to tender, and the German firm of Carlomag, having sent in the lowest estimate, received the order in the natural course of events.

A Washington telegram states that the latest name under consideration as a possible successor to Mr. Root as United States Minister to China is that of President Jeremiah W. Jenks, of Cornell University. President Taft is well acquainted with the work of Professor Jenks in the Philippines and China, in connection with the study of economic and financial conditions in the Far East as a commissioner and agent of the United States Government, and some inquiries have been made to learn the disposition of the Senate in case his nomination as Minister to China should be sent to that body.

A quintette of seamen from the steamer *Orestes* could not raise fifteen cents each at the Majestic. The five men, William Daly, William McDonough, Gordon Mathieson, John McEwen and John Moore, had entered richwans at the Kowloon ferry wharf. They wished to go to a certain godown, but not knowing where it was told the coolies to go to Hangchow. When they found themselves near the Docks they got out of the richwans and refused to pay hire. Two of them were also alleged to have assaulted two of the coolies. The evidence of the coolies was not satisfactory and His Worship ordered the defendants to pay fifteen cents each. "Have you sufficient money to pay?" he asked. "No money on either of them," replied Sergt. Caygill. His Worship—"Is there anybody who will pay this?" Sergt. Caygill said there was a man in court who would pay, and the men were discharged.

BATHING FATALITY.

The second engineer of the s.s. *Arratoon* appeared named James Earnshaw was drowned in the harbour on Sunday evening. He dropped and jumped into the water about seven o'clock, when to the consternation of those on board he never rose to the surface. Several companions immediately dived into the water and swam around for some time, and the party on board the launch *Mollie*, which was returning from a bathing excursion, also joined in the search without result. The deceased was only twenty-one years of age. The body has not yet been recovered.

THE DELIMITATION OF MACAO.

His Excellency Kao Erh-chien, Chinese Commissioner to the Macao Delimitation Conference, arrived from Canton by the Chinese gunboat *Kwang Tu* at 4.30 p.m. yesterday. H.E. the Governor sent his Aide-de-Camp to meet the ship on arrival, with a letter of welcome to His Excellency. His Excellency Kao Erh-chien will call on H.E. the Governor at 12.30 p.m. to-day at Government House.

PIRACY IN BRITISH WATERS.

A piracy in British waters has just been reported to the local police. On Wednesday of last week a boat which looked like a fishing boat approached a fishing boat in Deep Water Bay and five men sprang on board and drove the fishermen into the hold and closed them down. Then the robbers took possession of the craft and landed the crew on a small island, where they remained for three days without food or shelter until rescued by a passing junk, which brought them to Hongkong. The boat stolen by the pirates was worth over \$100. The matter was reported to the police and we believe several arrests have been made.

TELEGRAMS.

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JAPANESE OBSTRUCTION AT HANKOW.

Tokyo, June 28th.

In connection with the Hankow affair the Viceroy has acceded to the Japanese demands.

[For an explanation of this matter see the article headed "Japanese versus Germans at Hankow" on page 3.]

ANGLO-JAPANESE EXHIBITION.

Tokyo, June 28th.

The Japanese Weavers' League have passed a resolution to participate in the Anglo-Japanese exhibition, thus annulling their previous decision.

[EDITOR'S SERVICE TO THE "HONGKONG DAILY PRESS"]

GERMAN POLITICAL CRISIS.

London, June 28th.

It is semi-officially stated that Prince Buelow has asked the Kaiser to be allowed to resign, but His Majesty has refused to accept the Chancellor's resignation until Prince Buelow's financial reform has been evolved and some positive result attained which will be acceptable to the Federal Governments.

Inspired statements have appeared in the press to the effect that Prince Buelow is determined to resign immediately the finance reform has been passed.

AMERICA AND CHINA RAILWAY LOANS.

London, June 28th.

It is reported at Washington that China has yielded to the United States demand for recognition in awarding the Hankow-Szechuen railway loan.

CELEBRATING SOLFERINO.

London, June 28th.

A message from Paris states that the anniversary of the battle of Solferino was celebrated at Sorbonne yesterday, when General Picquart, Minister of War, who presided on behalf of the Government, recalled the unbreakable Franco-Italian brotherhood in arms.

He was convinced that in future there would be a combined France and Italy, which countries were sisters by race and genius.

[FROM THE "CHUNG NGOI SAN PO."]

DEATH OF A VICEROY.

Peking, June 28th.

The Viceroy of Chihli (Yeung Shi Sheung) died at midnight on the 25th inst.

The Prince Regent entertained a very high opinion of the late Viceroy. When the Viceroy three months ago sent in a detailed report upon the *corvée* of his province, their abuses and proposed reforms, the Regent wrote the following minute (presumably for the Emperor):—"Very good, indeed! The Government has the people's difficulties at heart, and this memorial appreciates the fact, thereby showing that one high officer at least knows his duty. Well done! Go on! Persevere!"

LATEST STEAMER MOVEMENTS.

The C.N. Co.'s str. *Linan* left Shanghai on the 27th inst., and is due here on the 30th inst.
The C.N. Co.'s str. *Singar* left Haiphong on the 26th inst., and is due here on the 1st prox.
The Glen Line str. *Glenearn* left Singapore on the 26th inst., and is expected to arrive here on the 1st prox. p.m.
The J.C. Co.'s str. *Tijmah* left Biliran for this port on the 27th inst. p.m., and may be expected here on or about the 4th prox. p.m.
The P.M. str. *Siberia* sailed from Yokohama on the 28th inst., and is due to arrive at this port on the 8th prox.

VICTORIA RECREATION CLUB.

The annual general meeting of members of the V.R.C. was held in the Gymnasium at the Club House last evening. Mr. T. E. Pearce presided, and there were also present Messrs. T. Meek, M. McIver, L. E. Lammert, J. Rodger, S. A. Seth (treasurer), Frank Lammert (secretary), and a large attendance of members.

The SECRETARY read the notice calling the meeting.

The CHAIRMAN said it was in May, 1908, that the V.R.C. moved into the new premises, and consequently their income and expenditure had been extraordinary when compared with other years, and the cost of running the new and larger premises had been experimental. The treasurer, Mr. Seth, has gone to a great deal of trouble in preparing a new set of books and putting the accounts on a more satisfactory basis. The Club's best thanks were due to him for his painstaking work. There were some items in the accounts that differed widely from last year's, and needed some explanation. It was very pleasing to find that in the general working account they were able to show a credit balance of \$2,090. This was accounted for principally by an increase in subscription, and entrance fees of some \$1,400. That was satisfactory, but he would point out that all the expenses had increased, and would increase further. Their new premises required a large staff to keep them in good order, and there were always minor additions and repairs to be made. Next year they would have the new swimming bath, and further additions would have to be made to the staff. The committee did not see how it was possible to diminish these expenses. Very soon they would have to find \$1,200 extra to pay the interest on the \$20,000 debentures they were raising with which to erect a new bath, and they would want to pay off a certain number of these yearly. One of the problems that the new committee would have to solve was the raising of more funds, and he expected that the members would find they would have to pay a larger subscription. It would be admitted that this was a cheap club. The present subscription, \$15 per annum, was not commensurate with the benefits that they got from the equipment provided, and more so would that be when the new swimming bath was erected. The matter would have to be gone carefully into, but meanwhile it was satisfactory to find that they had a balance on the right side. There was a small loss on the athletic sports of \$32, but they could not dwell at this remembering the good afternoon's sport which was provided. Their best thanks were again due to the numerous friends who had provided prizes, and who subscribed to the funds for promoting the sports. The aquatic sports appeared to be the most popular, and the paying branch of the establishment, and he thought this would be more so in the future. The V.R.C. were not successful in the Water Polo Shield Competition, but both the teams were well up in the list when the finals were played. The reserve fund in the balance sheet stood at \$25,867.62. This amount was \$196.99 more than the amount at last year's summary. The \$655.60 cash overdraft was met by a bank explanation. Certain cheques were drawn before the accounts were closed in payment of sundry accounts pertaining to 1908. These cheques were debited "cash" in the books, and credited to bank as on 31st December, 1908, hence the debit balance of bank account in the books.—Referring to the rowing branch, the speaker remarked that whilst they were not successful at Canton and not as successful in the Hongkong Regatta as they could have wished, it augured well for the future when they read that there was more interest taken in rowing, and that more members were using the boats. When next season's racing came along they hoped to again see the V.R.C. at the head. He should like to mention their indebtedness to the Yacht Club for the loan of one of their boats. The sporting spirit shown was much appreciated. With regard to gymnastics, it seemed a pity that more use was not made of the very fine room and apparatus supplied. The speaker said he had nothing further to add, but would be willing to answer any questions to the best of his ability (applause).

No questions were asked and the report and accounts were adopted on the motion of the CHAIRMAN, seconded by Mr. W. S. BAILEY.

Mr. A. RODGER was re-elected Chairman on the motion of Mr. F. LAMMERT seconded by Mr. MECK.

Mr. W. J. CARROLL proposed the re-election of Mr. F. Lammert as secretary.

Mr. A. B. ELLIS seconded, and the motion was carried unanimously amid great applause.

On the motion of Mr. L. E. LAMMERT, seconded by Mr. C. J. COOKE, Mr. Silas was elected treasurer of the Club for the ensuing year.

The following members of the general committee were then elected by ballot—Messrs. J. Rodger, L. E. Lammert, T. E. Pearce, T. Meek, M. McIver, W. A. Chan, A. N. Kemp, H. B. Bridger and C. B. Franklin.

A ballot was then taken for a balloting committee, the result being that the following members were elected—Messrs. J. A. S. Alves, A. A. Alves, A. E. S. Alves, J. Craighank, A. P. Nobbs, H. A. Seth, R. L. Bridger, S. C. MacNider, A. Pattison.

The CHAIRMAN—That is all the official business gentlemen. I will now ask Mr. Meek to report on the swimming bath.

Mr. MECK informed the meeting that out of 800 debentures, 632 had been taken up, which gave an amount of \$16,300. That number of debentures had been taken up by 155 members only, which meant that some had been very liberal, while a great number of members had taken none. Application forms were still to be had, and he hoped that those members who had not made use of them would proceed to do so. They had quite sufficient money at present to make the proposed bath, but he did not like to see a thing started unless they could accomplish it without a debit balance.

Mr. SILAS NEMO wished to know the amount of the tender for the building of the new swimming bath.

Mr. MECK stated that they only had a rough estimate from the architect. \$21,000 would be more than wanted. Final tenders, when preliminaries were decided, would be put out to competition among different contractors. He had not the least doubt that when competition came along the cost of the bath would be within \$20,000.

The meeting ended with votes of thanks to Messrs. Meek, S. A. Seth and the members of the retiring committee.

Apollinaris

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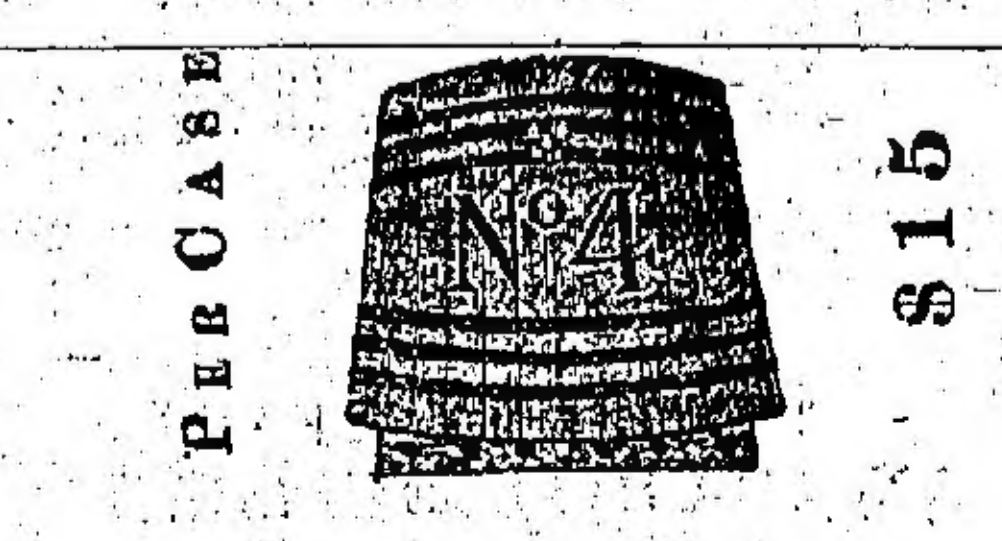
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NOTES FROM JAPAN.

(FROM OUR CORRESPONDENT.)

Tokyo, June 16th.

THE FUTURE OF KOREA.

The event of greatest political moment that is being talked about is the resignation of Prince Ito of his post of Resident-General in Korea, and the elevation of Viscount Sone, Deputy Resident-General to the high office. The ostensible reason for the change is the advancing age of the veteran statesman, but one of the remarkable things about Prince Ito, which the papers love to dwell upon, is his Highness' physical vigour. He cannot, moreover, be called an old man, for much has been done and is still being done in the field of action by men who are many years beyond three score and eight. As President of the Privy Council, the chief advisory body to the Emperor, it may be said that Prince Ito has by no means relinquished control of Japanese policy in Korea—that he remains in fact the sovereign's mouthpiece in all which concerns the government of the peninsula. Viscount Sone is only eight years younger than the elder statesman, but very much younger as a man of affairs. Prince Ito in this respect has had a rich experience, beyond that of any of his contemporaries. It is interesting to note that Prince Yamagata, who has always been considered the militarist leader, just as Prince Ito is looked upon as the chief advocate of peaceful, non-militarist measures, resigns from the presidency of the Privy Council and becomes an ordinary member. These two statesmen have always been political rivals, and consequently there would appear to be some significance in the appointment of Prince Ito to the presidency of the Council, in place of Prince Yamagata, who is the former's senior by three years and in the estimation of his countrymen equally distinguished. When Prince Ito was at Seoul he was not handicapped by orders of the Privy Council, but his successor will not enjoy like freedom. He will be subject to the Privy Council in Tokyo. Prince Ito has accomplished what is called the first stage of the government of the peninsula kingdom, and it is not necessary for him to be on the spot.

THE TOKYO RAILWAY PROBLEM.

The Tokyo Electric Railway Co. has decided to declare a dividend at the rate of 5.4 per cent., after putting aside the usual 500,000 yen to sinking fund against the time when the system has to be handed over to the city gratis. The number of passengers carried in the six months was 84,000,000, the revenue being 3,000,000 yen. The directors declared the largest dividend possible after putting aside the sinking fund, which they are determined shall be increased by five hundred thousand yen every half year, and laying aside necessary legal and depreciation reserves. Hence, on the present rate of fare, it will be impossible ever to declare a dividend which is considered a fair return in this country, namely, 7 per cent. An increase of one yen in the fare would realise some 800,000 yen every six months, sufficient to pay an additional 4 per cent., and a fresh effort will no doubt be made to obtain this increase. Meanwhile a rather novel question has cropped up. The engagement of the company with the municipality is that the city receive a portion of the profits remaining after a 7 per cent. dividend has been paid. At present, of course, the city receives nothing and that is a sore point with the city fathers. It is now reported that the authorities are of opinion that the 500,000 yen set aside every half year should be considered profit, when the city would have a chance of getting a dividend. Were this 500,000 divided, however, the city's proportion would be very small indeed, for as it takes some 200,000 yen to pay one per cent., the city's share, a third of the excess of seven per cent., would only amount to about 20,000 yen, whereas it was originally estimated that the annual revenue to the city by the arrangement would be some 300,000 yen. The only remedy seems to be municipalisation or an increase of fare.

COMMERCIAL SURPRISE PACKETS.

The shareholder in Japanese companies at the present day is not exactly a fortunate person. He never knows when some new surprise will be sprung upon him, and feels he has no remedy for just grievances. The Tanko Kisen Kaisha or Hokkaido Steamship and Mining Co. is a case in point. Last half-year this company paid 14 per cent. and its shares changed hands at 110. To-day it promises 6 per cent. and the ruling price is 48. Last half-year the Tokyo-Yokohama Electric Railway paid 10 per cent. and properly managed it should be one of the most prosperous concerns in the Kingdom. To-day it pays 6 per cent. Last half-year the Dai Nippon Sugar Co. paid 15 per cent. To-day most of the people who were directing that concern are in jail. A good many company directors, who are now free, ought to be in jail. There is a sad lack of high principle, training and experience. The public company system is not new, but it is not old. There are hundreds of directors and other responsible men to-day who are quite unfitted for such positions; but are brought into existence by the sudden increase in the number of public companies. The tyros find themselves in the novel position of being guardians of large sums of shareholders' money, and the responsibility is too much for them. Encouraged by a negative system of auditing, principles of sound business, and the common caution they would exercise in using their own money go to the winds. It is not, perhaps, realised that to be a successful director of other people's money requires an exceptional standard of integrity. Education, especially that form of education given in the Japanese Schools, has nothing to do with it. Claptrap about bushido, which was evolved when one part of the nation were slaves and the other an arrogant military caste, is out of place entirely, for bushido has nothing to do with common honesty. Business ability and

integrity can only be acquired by experience and the conviction that honesty and plain-dealing are the first essentials in business. These convictions the average business man in this country does not hold, although he might be an honest upholder of the principles of bushido.

THE "INKYO."

A pleasant reminder of old days, when Japan was not bothered by foreign trade and competition, and foreign ideas of honesty, is the old man one constantly meets on the street carrying a baby on his back, and contentedly whiling away the day doing nothing but looking after baby, his grandchild. He is an "inkyo," one who has abdicated his portion as head of the family in favour of his son and retired from active life. The latest would-be recruit to this class of the people is Baron Shibusawa, our premier man of commerce, who has announced his intention of retiring from the many companies he is connected with. Such a thing as retiring absolutely is of course impossible for the man of the prominence of Baron Shibusawa, but he can relinquish a great deal without giving up all. He will not, for example, sever his connection with his own creation, the Dai-ichi Ginko, the pioneer of banks, established by him in 1873. For years he had to fight against the opposition of a conservative people, who would not trust this new institution. He has fought all that down, however, and is to-day not only famous among his countrymen, but the proper type of the man of business. His education, gained in the infancy of Japan's modern growth, could not have been extensive, but he is an example for the products of the schools of to-day. The Baron states that his advancing age, he is seventy, makes it necessary for him to give up much of his work, making way for the younger generation, among whom he believes there are many men of great ability. No doubt the Japanese business world is full of men of energy, enterprise, and ability. But is integrity among these men a pronounced characteristic? The progress of the sugar scandal trials shows the manner of life led by the men who may be fairly taken as a common type of the nation's legislators and men of business. Bribes were easily given and received, no question of right or wrong cropping up, and, from the evidence, these leaders of the people lived in an atmosphere of restaurants, conchubinage, and various forms of corruption. The restaurant and singing-girl play an important part in business affairs, and with these you cannot dissociate corruption in all its forms. It would be a good thing if Baron Shibusawa were to become a General Booth among business men of Japan. He has ripe experience, convictions, and, we hope, many years of life before him.

A CURIOUS RAILWAY ACCIDENT.

A disastrous railway accident of an uncommon nature took place between Fukushima and Yonezawa, 150 miles north of the capital, a few days ago. A compound train consisting of four passenger cars and seventeen goods wagons, heavily laden left Fukushima with an engine in front and rear. The district is mountainous, and while negotiating a heavy gradient something went wrong with the rear engine. The forward engine was unable to pull the load alone, and coming to a standstill the train began to move backwards. The brakes were applied but without effect; something seems to have been wrong with those also, and the train increasing in speed at every moment, rushed down the incline. Nearing a wayside station the engine and some cars were derailed, the shock crushing to splinters many wagons and carriages. Four persons were killed outright, while over twenty were seriously injured.

INTERESTING TO STAMP COLLECTORS.

The other day a friend received an advertisement delivered not by post but by a city delivery agency. The article was too large to come through the post, but the agency undertook delivery for the modest sum of three sen, and as some hundreds of the advertisement were delivered in the same district, it is conceivable that the enterprise is profitable. The post office cannot complain of this form of competition, but it will probably have a word to say about the labels which franked the advertisement. These are a very close imitation of the current 3-sen stamp, sufficiently close to deceive the eye, although comparison with the government stamp shows the inferiority of the imitation at many points. The name of this enterprising delivery agency is the Nippon Bentatsu Kaisha, and its telephone number appears as the cancellation or postmark, suggesting the ordinary date stamp of the post office. The imitation in both cases is remarkably close, and is worthy of the attention of the postal authorities, for the idea will suggest great possibilities for the unscrupulous. Such things have been tried in England; that is, advertising labels simply, not in imitation of stamps, have been stuck on postal missives, but an order of the Postmaster-General was recently issued forbidding the practice, because the labels were confusing to the sorters. While on the subject, it is high time the Japanese Post Office gave attention to the matter of confusion in postage stamps, for the present three and four sen stamps are in practically the same colour and have the same design. The colour of the four sen is fixed according to the regulation of the International Postal Union, but either the design or colour of the three-sen could be altered with advantage.

A MONTH-END IN LONDON.

Shanghai to London in fourteen days is the latest announcement in connection with the journey via Siberia. This is done via Tairen. It is, after all, only as it should be. The time will come when ten days only are required to bridge the distance between Tokyo and London, and then our holiday jaunts will be more frequent, always presuming, of course, that company directors here remain simply directors and not appropriators of our money!

PREMIUM BONES

We are the largest Dealers in the world in these attractive securities.

WHAT ARE THESE BONDS?

They are high-class and absolutely safe securities, payable to bearer, issued by the various Governments and Municipalities of Europe; they are redeemable at periodical drawings, either with Cash Premiums varying from 240 to 260% or, at the very least, at their full nominal value.

EASY PAYMENTS.

We sell these Bonds singly or in combinations of the most advantageous ones, payable by convenient Monthly Installments ranging from 15s. to £20.

Write for Handbook, sent post free.

MELVILLE, GLYN & Co., Bankers, 3, Rue de la Bourse, PARIS (France).

[693]

THE SHEPHERDS.

AN ODE OF WELCOME TO THE DELEGATES TO THE IMPERIAL PRESS CONFERENCE.

I.

Mother of many Nations! take not now

Thy shield, thy trident; but put on the

charms

Of summer sweetness, and with opening

arms,

Love thy lips and welcome on thy brow.

Frolics go down to gather from the sea

This band of brothers, this good company.

These shepherds of the flocks beyond thy

right

Who serve thee day and night.

For these are sons, who watch afar

The glory of thy morning star.

Who scan the boding signs with steady eyes

That move towards them from thy northern

skies;

And, minding on the hills each scattered flock,

Look oftentimes back across the injurious

dark.

To catch the striking of the homestead clock

And take assurance from the watchdog's

bark.

These from their shepherding on distant wolds

Bring tidings of the folds,

Bring wisdom out of worlds beyond thy sea

And longings learned in lands that laugh they

are so free.

II.

Welcome, my shepherds of the distant folds!

Sit at my board and take your seats and tell

All ye have seen, and whether all be well,

Most, if the old holds.

For that old kindness love which makes men

kind.

Hurdles you from the Wolf, but once and done

Lies in upon you all the hungry pack.

You are most weak, being many, if ye drift;

But there's no Envy you shall not best back

If one the watch ye keep and one the arm ye lift.

III.

Therefore your speech shall first and foremost

tell

If still Love calls from sea to sea All's Well,

If still the young men's heart, who use my

tongue,

Beats true to me from whom ye all are sprung.

Still feels the old deep longings and the ties

That make men kindred whatever the skies;

Still, with my history flowing in their blood,

Bridge the far-sundering seas with brotherhood.

My sons must wander, for the sea is theirs.

Strong must they grow and boldly must they

range.

And get new heritage and serve new heirs,

But the rich blood within them must not

change;

The mysteries of kin and birth

Must hold ye one against the earth;

Let each be free, let each pursue his goal.

But one the racial fire, no apostasy of soul.

IV.

Then the while ye eat and drink,

Tell me straightly what ye think,

Like children at the mother's board, who

speak

Clean from the heart, nor tremble

Lest they pain her, nor dissemble:

But, since the truth will strengthen what

is true.

V.

Then a little while rejoice

Ere ye turn to toil and stress,

In this tale where Shakespeare's voice

Hallowed every loveless.

Take your pleasure, care at rest,

On this green apparel'd breast,

Where your fathers learned my name,

Whence your mothers' heavy came,

Where the lived churches stand

That joined their holly hand to hand.

Here did Cromwell raise his sword,

Here did heild nilton take the pen,

That made the faithful scribe a lord

Over rascal-headed men,

(Ye who follow him, whose word

Runs beyond the city gates,

See that what ye write accord

With the soul that made me great.)

Fare ye poets, names in story,

Sang the sacred song of glory,

Made the speech ye use to-day

In young England's land afar.

Listen! all my wordlands ring

With the song that they did sing,

Every greenhill, vale, and stream

Keeps the song and holds the dream:

Whereas'er your eyes shall turn

Some great name shall make you burn,

Some great memory shall rise

With a son's tears to your eyes.

Here where Liberty and Law

Triumphed over tyrant wrongs,

Here did Coleridge walk with awe

Here, and sing his heavenly songs;

Here did Wordsworth see that light

Never yet on sea or land.

And Shelley take his harp and smite

Wild music wonderful and grand.

(Ye who follow these, whose word

Bears the ancient light along,

See that what ye write accord

With the soul that made me strong.)

Here, where all is old and young,

ere, whence all of ye are sprung,

Take your ease a little space,

With my sunshine in your face,

With my history in your eyes,

With my memories and my ties,

Binding all from shore to shore,

In your hearts for evermore.

VI.

O welcome! See how glad I am ye come—

The darling buds of May break into bloom,

Lilies and roses all glow with humming;

Banner the earth with joy to greet your coming.

While scent of hawthorns shining through the

dale

Goes out across the fields to give you hail,

And o'er the pasture, o'er the tillage, high,

The lark foods Welcome thro' the summer sky.

Seven and Avon, Mersey, Wharfe, and Clyde

Shout Welcome; and Old Thames, whose litter-

ed tide

Calls those grim ships that bear afar

The trophied strength of Trafalgar!

Where the great Abbey holds all pride, all

sorrow,

Utter his Ave, and abides the Morrow.

—The Times.

HAROLD BEGBIE.

NOTICES TO CONSIGNEES

TOYO KISEN KAISHA.

SOUTH AMERICAN LINE.

NOTICE TO CONSIGNEES.

S.S. "MANSHU MARU."

THE above-named Steamer having arrived

Consignees of Cargo are hereby notified

to send in their Bills of Lading for counter-

signature, and that all goods are being landed at

their risk into the Kowloon Wharf and Godown

Co., Ltd., whence and/or from the wharves

delivery may be obtained.

No Claims will be admitted after the goods

have left the godown and all goods remaining

undelivered after the 1st July will be subject

to rent.

All broken, chafed and damaged goods are to

be left in the godown where they will be

examined on the 28th inst., at 10 A.M.

No Fire Insurance whatever will be effected.

K. MATSUDA,

Manager, York Building,

Hongkong, 25th June, 1909. [895]

"MOGUL" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

S.S. "RIKI."

FROM GLASGOW, LIVERPOOL AND

STRAITS.

CONSIGNEES of Cargo are hereby informed

that all Goods are being landed at their

risk into the Godowns of the Hongkong and

Kowloon Wharf and Godown Company, at

Kowloon, whence and/or from the wharves

delivery may be obtained.

No Claims will be admitted after the Goods

have left the Godowns, and all Goods remaining

undelivered after the 2nd July, will be subject

to rent.

All Claims against the Steamer must be pre-

sented to the Underwriter on or before the

25th July, or they will not be recognized.

All broken, chafed, and damaged Goods are to

be left in the Godowns, where they will be

examined on the 2nd July, at 3 P.M.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by

DODWELL & Co., Ltd.,

Agents.

Hongkong, 25th June, 1909. [894]

MITSU BISHI DOCKYARD

AND ENGINE WORKS,

NAGASAKI.

CODE WORD "DOCK"

A.I. A.R.C. and Engineering Code Use

NEW DOCK NOW OPEN.

DOCK No. 3.

Extreme Length ... 722 feet

VESSELS ADVERTISED AS LOADING

VESSELS ON THE BERTH

To ascertain the anchorage of any Vessel, the Harbour has been divided into Four Sections commencing from Green Island. Vessels anchoring nearest Kowloon are marked "k," nearest Hongkong "h,"—those between Hongkong and Kowloon "m" and those vessels berthed at the Kowloon Wharf "k.w." together with the number denoting the section.

1. From Green Island to the Harbour Master's

... ..

LONDON & ANTWERP VIA SINGAPORE &c.....

LONDON & C., VIA USUAL PORTS OF CALL... ..
LONDON & C. ANTWERP

ROTTERDAM & HAMBURG, VIA STRAITS, &c.

HAVRE & HAMBURG VIA STRAITS, &c.

HAVRE, COPENHAGEN & ST. PETERSBURG
HAVRE BREMEN & HAMBURG, &c.

MARSEILLES, & CO., VIA PORTS OF CALL
MARSEILLES LONDON & AMSTERDAM VIA SINGAPORE & CANTON

MARSEILLES, LONDON & ANTWERP

GENOA. MARSEILLES, LONDON, & ANTWERP, &C.

CALLAO, IQUIQUE, &c., VIA JAPAN PORTS, &c. ...
NAPLES, GENOA, ALGERES, GIBRALTAR, &c.

TRIESTE, &c. VIA SINGAPORE, &c.
BOSTON: NEW YORK VIA PORT & SUEZ CANAL

VANCOUVER VIA SHANGHAI JAPAN, &c.

MESSAGERIES MARITIMES

FRENCH MAIL LINES.



FOR	STEAMERS	TO SAIL
SHANGHAI, KOBE & YOKOHAMA	"CALEDONNIEN" Capt. Bruno	On 5th July, P.M.
MARSEILLES VIA PORTS	"TOURANE" Capt. Lancelotti	On 6th July, 1 P.M.
SHANGHAI, KOBE & YOKOHAMA	"ERNEST SIMONS" Capt. Girard	On 19th July, P.M.
MARSEILLES VIA PORTS	"ARMAND BEHIC" Capt. Lafont	On 20th July, 1 P.M.

Transshipping on the Co.'s Steamers at Singapore for Batavia; at Colombo for Calcutta, Bombay and Australia; at Port Said for the Levante, Constantinople and Black Sea. Through Tickets to London, via Paris, from £27 10s. up to £71 10s. 20 hours Railway from Marseilles to London. Interpreters meet Passengers on their arrival in Marseilles.

For Further Particulars, apply to—

CANADIAN PACIFIC RAILWAY CO'S
ROYAL MAIL STEAMSHIP LINE.
"EMPERESS LINE."

Between China, Japan and Europe via Canada and the United States, calling at Hongkong, Shanghai, Nagasaki (through the Inland Sea of Japan) Kobe, Yokohama, Victoria and Vancouver B.C. The only Line that maintains a Regular Schedule Service of **12 DAYS YOKOHAMA to VANCOUVER, 21 DAYS HONGKONG to VANCOUVER**
SAVING 5 to 7 DAYS' OCEAN TRAVEL.

From Hongkong.		From Glasgow.	
"EMPRESS OF CHINA" SAT.	3rd July.	"EMPRESS OF IRELAND" FRI., 30th Jul.	
"MONTEAGLE" WED SAT.	14th July.		
"EMPRESS OF INDIA" SAT.	24th July.	"ALLAN LINER" FRIDAY, 20th Aug.	
"EMPRESS OF JAPAN" SAT.	16th Aug.	"EMPRESS OF BRITAIN" FRI., 10th Sept.	
"EMPRESS OF CHINA" SAT.	4th Sept.	"ALLAN LINER" FRIDAY, 1st Oct.	

“Empress” Steamships leave HONGKONG at 6 P.M.
“Monteagle” “ ” “ ” at 12 NOON.

THE Quickest route to CANADA, UNITED STATES and EUROPE, calling at SHANGHAI, NAGASAKI (through the INLAND SEA OF JAPAN) KOBE, YOKOHAMA and VICTORIA, B.C. Connecting at VANCOUVER with a Special Mail

AUSTRIAN LLOYD'S STEAM NAVI-
GATION COMPANY.

"E. FRANZ FERDINAND,"
Captain E. Nitsche, will be despatched as above
TO-DAY, 29th inst., at NOON.
This Steamer has splendid accommodation for

FOR SINGAPORE, PENANG AND
CALCUTTA.

For Freight or Passage, apply to
DAVID SASSOON & Co., Ltd.
Agents.

STEAM FOR STRAITS, CEYLON
AUSTRALIA, INDIA, ADEN, EGYPT,
MEDITERRANEAN PORTS,
PLYMOUTH AND LONDON

THE Steamship
"ASSAYE,"
 Captain O. Jones, R.N.R., carrying
 Majesty's Mails, will be despatched from
 for Bombay, &c. on **SATURDAY**.

Tea for London (under arrangement) will be transhipped at Colombe into the mail steamer proceeding direct to Marseilles and London. Other cargo for London, &c., will be conveyed from Bombay by the R.M.S. "EGYPT" due in London on the 22nd August, 1909.

"SHIRE" LINE OF STEAMERS, LTD
FOR MARSEILLES, LONDON AND
ANTWERP.

JARDINE, MATHESON, & CO., LTD.
Agents.
Hongkong, 24th June, 1909. [894]

HONGKONG—BOSTON—NEW YORK.

AMERICAN ASIATIC STEAMSHIP CO.
FOR BOSTON AND NEW YORK VIA
PORTS AND SUEZ CANAL.

Hongkong, 3rd June, 1909. [855]

NATAL LINE OF STEAMERS.

General Agents.

For Freight and further particulars,
apply to
DODWELL & CO., LIMITED,
General Agents for China and Japan.
Hongkong, 4th August, 1898. [9

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FROM 1ST JANUARY, 1864 TO 31ST DECEMBER
1913, BEING FROM THE 1ST YEAR OF THE
78TH CYCLE TO THE 50TH YEAR OF THE
78TH CYCLE.

On Sale at the "HONGKONG DAILY PRESS"
OFFICE, or Agents in all the Ports of the
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The Book will be sent by Registered Post
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PENINSULAR & ORIENTAL

STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL	REMARKS
LONDON and ANTWERP VIA SINGAPORE, PEN- ANG, COLOMBO, PORT SAID and MARSEILLES	NAMUE	About 1st July	Freight and Passage.
SHANGHAI, MOJI, KOBE and YOKOHAMA	SARDINIA	About 1st July	Freight and Passage.
SHANGHAI	DELTA	About 8th July	Freight and Passage.
LONDON via USUAL PORTS OF CALL	ASSAYE	Noon, 10th July	See Special Advertisement.

For further Particulars, apply to

E. A. HEWETT,
Superintendent.

Hongkong, 29th June, 1909.

CHINA NAVIGATION CO., LD.

SAILINGS SUBJECT TO ALTERATION.

FOR	STEAMERS	TO SAIL
MANILA	"TAMING"	On 29th June, 3 P.M.
LOILO	"SUNGKIAN"	On 30th June, 4 P.M.
CEBU and LOILO	"ICHANG"	On 1st July, Noon.
BATAVIA, SAMARANG and SOERABAYA	"SHANTUNG"	On 1st July, 4 P.M.
WEIHAIWEI, CHEFOO and TIENTSIN	"HUICHOW"	On 1st July, 4 P.M.
SHANGHAI	"ANHUI"	On 1st July, 4 P.M.
HOIHOW and HAIPHONG	"SINGAN"	On 4th July, 4 P.M.
SHANGHAI	"LINAN"	On 4th July, 4 P.M.
MANILA	"YINGCHOW"	On 8th July, 4 P.M.
SHANGHAI	"CHENAN"	On 11th July, 4 P.M.

DIRECT SAILINGS TO WEST RIVER, Twice Weekly.

S.S. "LINAN" and S.S. "SANUL" have superior accommodation with Electric Light throughout and Electric Fans in the State-rooms. A fully qualified Surgeon is carried. REDUCED FARES, Cargo booked through for all Australian, New Zealand and Tasmanian Ports.

MANILA TWIN SCREW STEAMERS & TIENTSIN STEAMERS have superior Passenger accommodation with Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon.

FAST SCHEDULE TWIN SCREW STEAMERS "ANHUI," "CHENAN," "CHINEUA" and "LINAN" with excellent accommodation, Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon, leaving Hongkong for Shanghai direct every Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtze and Northern China Ports.

N.B.—These Steamers Land Passengers in Shanghai, avoiding the inconvenience of transhipment at Woosung.

FARE, INCLUDING WINES, \$45 SINGLE and \$80 RETURN.

TELEPHONE 36.

For Freight or Passage apply to—

BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 29th June, 1909.

DOUGLAS STEAMSHIP CO., LIMITED.

HONGKONG-SOUTH CHINA COAST PORTS.

"HIGHEST CLASS—FASTEST AND MOST LUXURIOUS STEAMERS ON THE COAST, HAVING SPLENDID ACCOMMODATION FOR FIRST-CLASS PASSENGERS, ELECTRIC LIGHT AND FIRST-CLASS CUISINE."

STEAMERS	FOR	LEAVES
"HAIYANG"	SWATOW, AMOY & FOOCHOW	TUESDAY, 29th June, at 2 P.M.
"HAIYUN"	SWATOW, AMOY & FOOCHOW	WEDNESDAY, 30th June, at 2 P.M.
"HAIYING"	SWATOW, AMOY & FOOCHOW	FRIDAY, 2nd July, at 2 P.M.

FOR THE CONVENIENCE OF PASSENGERS, STEAMERS WILL ARRIVE AT, AND DEPART FROM, THE COMPANY'S WHARF (NEAR BLAKE PIER).

For Freight and Passage apply to—

DOUGLAS, LAPRAIK & Co.,
GENERAL MANAGERS.

Hongkong, 29th June, 1909.

INDO-CHINA S. NAV. CO., LD.

PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

FOR	STEAMERS	TO SAIL
SHANGHAI	"HANGSANG"	Friday, 2nd July, Noon.
MANILA	"YUENSANG"	Friday, 2nd July, 4 P.M.
SHANGHAI	"FOOSHING"	Sunday, 4th July, 4 P.M.
SHANGHAI, YOKOHAMA, KOBE and MOJI	"NAMSANG"	Saturday, 3rd July, Noon.
SHANGHAI	"YATSHING"	Tuesday, 6th July, Noon.
SINGAPORE, PENANG & CALCUTTA	"FOOKSANG"	Tuesday, 6th July, 3 P.M.
KOBE & YOKOHAMA	"HINSANG"	Wednesday, 7th July, 3 P.M.
MANILA	"LOONGSANG"	Friday, 9th July, 4 P.M.
MOJI	"CHUSANG"	Sunday, 11th July, 4 P.M.

RETURN TOURS TO JAPAN.

The Steamers "KUTSANG," "NAMSANG" and "FOOKSANG" leave about every 3 weeks for Shanghai and Yokohama returning via Kobe (Inland Sea) and Moji to Hongkong, providing a stay of 6 days in Japan if passengers leave the steamer at Yokohama and return at Kobe.

These vessels have all modern improvements and are fitted throughout with Electric Light. A daily qualified surgeon is also carried.

Steamers have superior accommodation for First Class Passengers and are fitted throughout with Electric Light.

Taking Cargo on through Bills of Lading to Yangtze Ports, Chefoo, Tientsin & Newchwang.

Telephone No. 61.

For Freight or Passage, apply to

JARDINE, MATHESON & Co., LTD.,
GENERAL MANAGERS.

Hongkong, 29th June, 1909.

HONGKONG-MANILA.

Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila. Saloon amidships. Electric Light, Perfect Cuisine. SURGEON and STEWARDESS carried. All the most up-to-date arrangements for comfort of Passengers.

CHINA AND MANILA

STEAMSHIP COMPANY, LIMITED.

STEAMSHIP	TONS.	CAPTAIN	FOR	SAILING DATE.
ZAFIRO	2540	R. Rodger	Manila	On 3rd July, Noon.
RUBI	2540	R. W. Almond	Manila	On 10th July, Noon.

For Freight or Passage apply to

SHEWAN, TOMES & Co.,
GENERAL MANAGERS.

Hongkong, 28th June, 1909.

NIPPON YUSEN KAISHA.

(THE JAPAN MAIL STEAMSHIP CO.)

PROJECTED SAILINGS FROM HONGKONG—
SUBJECT TO ALTERATION.

DESTINATIONS.	STEAMERS.	TONS.	SAILING DATES.
MARSEILLES, LONDON and ANTWERP, via SINGAPORE, PENANG, COLOMBO, and PORT SAID	BINGO MARU Capt. A. Christiansen	6500	WEDNESDAY, 7th July, at Daylight
VICTORIA, B.C. and SEATTLE, via KEELUNG, SHANGHAI, MOJI, KOBE, YOKKAICHI, SHIMIDZU and YOKOHAMA	KAWACHI MARU Capt. H. Peterson	6500	WEDNESDAY, 21st July, at Daylight
SYDNEY and MELBOURNE, via MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE	TANGO MARU Capt. S. Ishikawa	8000	TUESDAY, 6th July, at 4 P.M.
BOMBAY via SINGAPORE and COLOMBO	AKI MARU Capt. K. Sato	7000	TUESDAY, 20th July, at 4 P.M.
SHANGHAI and KOBE	KUMANO MARU Capt. N. Mathieson	6000	FRIDAY, 9th July, at Noon
NAGASAKI, KOBE and YOKOHAMA	YAWATA MARU Capt. T. Sekine	5000	FRIDAY, 6th Aug., at Noon
KOBE and YOKOHAMA	TAKASAKI MARU Capt. Mocker	5000	TUESDAY, 29th June, at Noon
NAGASAKI, MOJI, KOBE and YOKOHAMA	TON AT MARU Capt. R. Smith	4000	THURSDAY, 1st July, at Noon
	YAWATA MARU Capt. T. Sekine	5000	WEDNESDAY, 7th July, at Noon
	TAKASAKI MARU Capt. C. H. Butler	6500	FRIDAY, 9th July, at 5 P.M.
	ATSUTA MARU Capt. Wm. Thompson	9000	FRIDAY, 30th July, at 5 P.M.

EXTRA PASSENGER SERVICE NEW STEAMERS— EUROPEAN LINE.

FOR GENOA, MARSEILLES, LONDON and ANTWERP via SINGAPORE, COLOMBO, SUEZ and PORT SAID.

THE Co.'s Newly Built 9000 TON PASSENGER STEAMERS WILL BE DESPATCHED FROM HONGKONG AS FOLLOWS:

HIRANO MARU	(Capt. H. FRASER)	About Wed. 30th June
KAMO MARU	(Capt. F. L. SOMMER)	About Wed. 28th July
MISHIMA MARU	(Capt. A. E. MOSES)	About Wed. 25th August
ATSUTA MARU	(Capt. Wm. THOMPSON)	About Wed. 22nd Sept.

CHEAPEST PASSAGE RATES TO EUROPE AND AROUND-THE-WORLD.

CHEAPEST ROUND TRIPS

BETWEEN

HONGKONG AND JAPAN PORTS.

Commencing 1st June, ending 31st August, 1909.

SPECIAL EXCURSION (1st & 2nd CLASS) AVAILABLE FOR 4 MONTHS.

	Yokohama Return.	Kobe Return.	Moji Return.	Nagasaki Return.
1st CLASS	\$120	\$110	\$100	\$90
2nd	\$80	\$70	\$60	\$50

Option of rail between Calling Ports in Japan.

For further particulars apply to

T. KUSUMOTO,
MANAGER.

Hongkong, 8th June, 1909.

HAMBURG-AMERIKA LINIE

HAMBURG.

EAST ASIATIC FREIGHT SERVICE.

Regular Sailings from JAPAN, CHINA and PHILIPPINES,

via STRAITS and COLOMBO,

to HAVRE, BREMEN and HAMBURG and to NEW YORK.

TAKING Cargo at Through Rates to all European North Continental and British Ports, also Trieste, Lisbon, Oporto, Marseilles, Genoa, and other Mediterranean, Levantine, Black Sea and Baltic Ports.

Also via Aden or Port Said, by the Company's "Arabian and Persian Service" to Arabian and Persian Gulf Ports.

NEXT SAILINGS FROM HONGKONG:

OUTWARD.

For SHANGHAI, YOKOHAMA & KOBE:	
S.S. SLAVONIA	2nd July
S.S. ANDALUSIA	15th July
S.S. SAXONIA	20th July
S.S. DORTMUND	25th July
S.S. SPEZIA	13th Aug.
S.S. C. FERD. LAEISZ	17th Aug.

Further Particulars, apply to—

HAMBURG-AMERIKA LINIE,
Hongkong, 25th June, 1909.

HOMeward.

For ANTWERP, ROTTERDAM & HAMBURG:	
S.S. SITHONIA	1st July
For HAVRE, BREMEN & HAMBURG:	
S.S. SCANDIA	2nd July
For ROTTERDAM & HAMBURG:	
S.S. ISTRIA	20th July
For HAVRE & HAMBURG:	
S.S. BRASILIA	22nd July

HAMBURG-AMERIKA LINIE,

Hongkong Office.

EAST ASIATIC CO., LD.

COPENHAGEN, SINGAPORE, BANGKOK & SHANGHAI.

RUSSIAN EAST ASIATIC CO., LD.,

ST. PETERSBURG & VLADIVOSTOCK.

SWEDISH EAST ASIATIC CO., LD.

GOTHENBURG.

PROJECTED SAILINGS FROM HONGKONG.

SUBJECT TO ALTERATION.

DESTINATION	STEAMERS	DATE OF SAILING.
SHANGHAI, YOKOHAMA and KOBE	"SIAM"	Middle of June.
SHANGHAI, YOKOHAMA and KOBE	"YEDDO"	5th July.
HAVRE, COPENHAGEN and ST. PETERSBURG	"SIAM"	Middle of July.

For Further Particulars apply to
Hongkong, 11th June, 1909.MELOHERS & CO.,
AGENTS.

THOS. COOK & SON,

TOURIST, STEAMSHIP & FORWARDING AGENTS, BANKERS, &c.

CHIEF OFFICE:—LUDGATE CIRCUS, LONDON, E.C.

TICKETS to EUROPE by the principal STEAMSHIP LINES and TRANS-

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TOURS arranged to ALL PARTS of the WORLD.

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Head Office for the Far East:—

16, DES VŒUX ROAD,
HONGKONG.

Japan Office:—

14, WATER STREET,
YOKOHAMA.

759]

OSAKA SHOSEN KAISHA.

REGULAR SERVICES, PROPOSED SAILINGS FROM HONGKONG.

(Subject to Alteration).

TRANS-PACIFIC SERVICE.

Connecting at TACOMA with

THE CHICAGO, MILWAUKEE and PUGET SOUND RAILWAY,

AND

THE CHICAGO, MILWAUKEE and ST. PAUL RAILWAY.

(The only direct train service, without transshipment, also shortest and fastest route, from the Pacific Coast to Chicago). Taking cargo on through Bills of Lading to all Overland Common Points in the U.S.A. and Canada, also to the principal ports in Mexico, Central and South America.

FOR	STEAMERS	TONS (Gross reg.)	LEAVES.
TACOMA via KEELUNG	"TACOMA MARU"	6,178	SATURDAY, 3rd July
SHANGHAI, MOJI, KOBE, SHIMIDZU and YOKOHAMA	"FITZPATRICK"	4,416	SATURDAY, 31st July
	"SEATTLE MARU"	6,178	SATURDAY, 28th August

The Co.'s Newly Built Steamers have fair speed. Superior accommodation for steerage. Passengers situated AMIDSHIP. A limited number of Cabin Passengers carried at Low Rates. Best adapted rooms for carrying Silk, Treasure and Parcels. Special attention given towards Express connection.

HONGKONG, SOUTH CHINA COAST PORTS & FORMOSA SERVICE.

Taking Cargo on through Bills of Lading to all Yangtze River and North China Ports, by the steamers to Shanghai.

FOR	STEAMERS	LEAVES.
TAMSUI via SWATOW, & AMOY	"DAIJIN MARU"	TUESDAY, 29th June, at Noon.
SWATOW, AMOY, FOOCHOW & SHANGHAI	"BUJUN MARU"	THURSDAY, 1st July, at 10 A.M.

Fair Speed. Superior Passenger Accommodation. Electric Light throughout. First Class Cabin.

The Newly Built Steamers: "CHOSHUN MARU" and "BUJUN MARU" have First Class Cabins AMIDSHIP.

For information of Freight, Passengers, Sailings, etc., apply at the Co.'s Local Branch Office, at Second Floor, No. 1, Queen's Buildings.

T. ARIMA,
MANAGER.

SOUTH AMERICAN LINE.

REGULAR STEAMSHIP SERVICE FOR

CALLAO, IQUIQUE, VALPARAISO, ETC. via MOJI, KOBE, YOKOHAMA, HONOLULU, MANZANILLO and SALINA CRUZ (Mexico).

S.S. MANSHU MARU	5000 tons gross	Sail July 1st, at 5 P.M.
S.S. AMERICA MARU	6000	Aug. 30th, at Noon.
S.S. HONGKONG MARU	6000	Oct. 26th, at Noon.
S.S. MANSHU MARU	500	Dec. 10th, at Noon.

For particulars apply to

K. MATSUDA, Manager.

TOYO KISEN KAISHA, York Building.

Hongkong, 29th June, 1909.

MITSU BISHI GOSHI KWAISHA.

(MITSU BISHI CO.)

COAL DEPARTMENT

SOLE PROPRIETORS of TAKASIMA, OCHI, MUTABE, HOJO, NAMAZUTA, SAYO, SHINNEW and KAMITAMADA, Collieries.

SOLE AGENTS for KISHIDAKE, MIYAO and KIGYO KOMATSU Coals.

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Cable addresses for above, "IWASAKI" Codes, AI, ABC 5th Ed., Western Union.

For Particulars apply to

H. OISHI,
Manager.

No. 2 Pedder, Street, Hongkong.

Hongkong, 9th January, 1909.

Gutler, Palmer & Co.'s



SHIPPERS

Gutler, Palmer & Co., London.

AGENTS

SIEMSEN & CO.,

HONGKONG.

THE

DIRECTOR AND CHRONICLE

FOR 1909

Copies may be obtained at the "Hongkong

Daily Press" Office or from Booksellers

throughout the Far East.

HIS BRITANNIC MAJESTY'S SHIPS

IN THE CHINA SQUADRON.

Alacrity, despatch-boat, 700 tons, 4 guns, 3,000 h.p., Com. C. T. Fuller, Weihaiwei.

Anstrut, 2nd class cruiser, 4,350 tons, 10 guns, 7,000 h.p., Captain F. E. C. Ryan, Weihaiwei.

Bedford, 1st class cruiser, Capt. E. S. Fitzherbert, R.N., Weihaiwei.

Bramble, gunboat 710 tons, 900 i.h.p. Lieut. Comdr. Hon. R. O. B. Bridgeman, Hongkong.

Britannia, gunboat, 710 tons, 900 h.p., Lieut. Comdr. F. B. Noble, Weihaiwei.

Cadmus, British sloop, 1,070 tons, Comdr. H. L. P. Heard, Shanghai.

Cherub, water tank and tug, 390 tons, 300 i.h.p. Master S. West, Hongkong.

Clio, British sloop, 1,070 tons, Comdr. C. T. Borrett, Weihaiwei.

Fame, torpedo-boat destroyer, 310 tons, 6 guns, 5,700 h.p., Lieut. Comdr. Thomas, Weihaiwei.

Flora, 2nd class cruiser, 4,350 tons, 10 guns, 7,000 i.h.p., Capt. Roland Nugent, cruising in Pacific.

Handy, torpedo-boat destroyer 275 tons, 6 guns, 4,000 h.p., Lieut. Comdr. Heathcote, Hongkong.

Hart, torpedo-boat destroyer, 275 tons 6 guns, 4,000 h.p., Lieut. Comdr. Menzies, Weihaiwei.

Janus, torpedo-boat destroyer, 280 tons, 6 guns, 3,900 h.p., Lt. Comdr. Heathcote, Hongkong.

Kent, 1st class cruiser, 9,800 tons, 14 guns, 22,000 i.h.p., Capt. G. C. A. Marsden, Weihaiwei.

King Alfred, 1st class cruiser. Flag ship of Vice-Admiral the Hon. Sir Redworth Lambton, Commander-in-Chief, 14,100 tons, 18 guns, 30,000 i.h.p. Capt. L. Clinton-Baker, Weihaiwei.

Kinshira, river gunboat, 616 tons, Lieut. Comdr. T. J. S. Lyne, Yangtze.

Merlin, surveying ship, 1,070 tons, 6 guns, 1,400 i.h.p. Comdr. F. H. Walker, Borneo.

Monmouth, cruiser, 9,800 tons, Capt. G. W. Smith, Weihaiwei.

Moorehead, river gunboat, 180 tons, 2 guns, Lieut. Comdr. C. C. Walcott, West River.

Nightingale, river gunboat, 85 tons, 240 h.p. Lieut. Comdr. R. S. Boy, R.N., Yangtze.

Otter, torpedo-boat destroyer, 385 tons, 6 guns, 6,300 i.h.p., Lt. Comdr. B. J. D. Guy, V.C., Weihaiwei.

Robin, river gunboat, 85 tons, 2 guns, 240 h.p., Lieut. Comdr. J. White, West River.

Sandpiper, river gunboat, 85 tons, 2 guns, 240 h.p., Lieut. Comdr. H. R. Tickle, West River.

Snipe, river gunboat, 85 tons, 2 guns, 240 h.p., Lieut. Comdr. Alan Dixon, Yangtze.

Taku, torpedo boat destroyer, Gunner Barlow, Hongkong.

Tamar, receiving-ship, 4,600 tons, 6 guns, Commodore Lyon, Hongkong.

Teal, river gunboat, 180 tons, 2 guns, Lieut. Comdr. H. R. Godfrey, Yangtze.

Thistle, gunboat, 710 tons, 900 h.p., Lieut. Comdr. H. T. Atlay, Yangtze.

Virago, torpedo-boat destroyer, 395 tons, 6 guns, 6,300 i.h.p., Commander Stevenson, Weihaiwei.

Waterwitch, surveying ship, 620 tons, 450 i.h.p. Lieut. Comdr. H. P. Douglas, Port Swettenham.

Whiting, torpedo-boat destroyer, 350 tons, 5 guns, 5,900 h.p., Lieut. Comdr. C. A. Fremantle, Weihaiwei.

Widgeon, gunboat 195 tons, 2 guns, 800 h.p. Lieut. Comdr. John F. Knox, Yangtze.

Woodcock, gunboat, 150 tons, 2 guns, 550 h.p. Lieut. Comdr. H. R. V. Cottrill, Dornier Yangtze.

Woodlark, gunboat, 150 tons, 2 guns, 550 h.p. Lieut. Comdr. G. R. Livingstone, Yangtze.

